

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	3,363 tons	Captain H. D. Jones.
"POWAN,"	2,338 "	G. F. Morrison, R.N.R.
"FATSHAN,"	2,250 "	R. D. Thomas.
"HANKOW,"	3,073 "	G. V. Lloyd.
"KINSHAN,"	1,995 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River; Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons, Captain W. E. Clarke.

Departures from Hongkong to Macao on week days at 2 P.M. Departures on Sundays at Noon.
 Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 219 tons, Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain W. A. Valentine.

S.S. "NANNING," 569 tons, Captain C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunking, Kumchuk, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

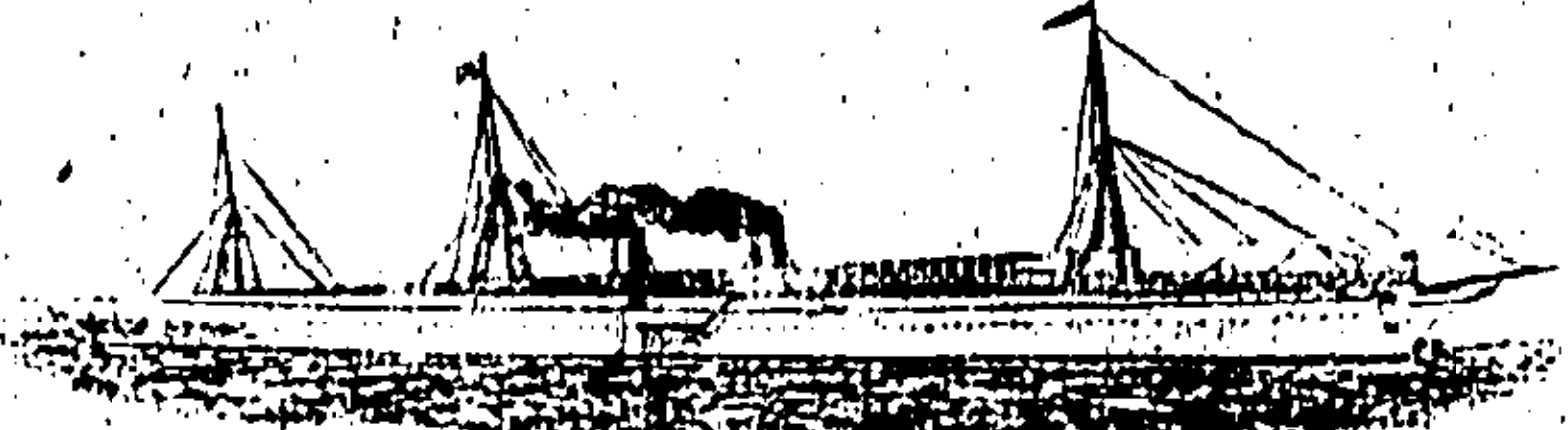
FARES:—Canton to Wuchow.....Single \$15.00. Return \$15.00.
 Canton to Tak Hing.....Single \$12.50. Return \$12.00.
 Canton to Samshui.....Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
 Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 8th September, 1905.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of 12 Days across the Pacific is the "Empress Line." Saving 3 to 7 Days Ocean Travel.
 12 Days YOKOHAMA to VANCOUVER. 21 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPEROR OF JAPAN,"	6,000	WEDNESDAY, Dec. 13	Jan. 3
"EMPEROR OF CHINA,"	6,000	WEDNESDAY, Jan. 10	Jan. 31
"ATHENIAN,"	4,440	WEDNESDAY, Jan. 24	Feb. 17
"EMPEROR OF INDIA,"	6,000	WEDNESDAY, Feb. 7	Feb. 28
"TARTAR,"	4,425	WEDNESDAY, Feb. 21	Mar. 17

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KORE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.
 Hongkong to London, 1st Class.....\$14 St. Lawrence £60. Via New York £62.
 Hongkong to London, Intermediate on Steamers, and 1st Class Rail.....£40. £42.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at intermediate rates, affording superior accommodation for that class.
 Passengers Booked through to all principal points and AROUND THE WORLD.
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.
 For further information, Maps, Route, Hand Books, Rates of Freight and Passage, apply to
 Hongkong, 29th November, 1905. Corner Paddar Street and Praya, opposite Blake Pier. [10]

HAMBURG-AMERIKA LINIE. DEUTSCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration.)

STEAMERS.	DESTINATIONS.	SAILING DATES.
SITHONIA.....	HAVRE, BREMEN and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	22nd Dec. } Freight.
AMBRIA.....	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	10th Jan. } Freight.
BRISGAVIA.....	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	24th Jan. } Freight.
RHENANIA.....	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	7th Feb. } Freight and Passengers.
NUBIA.....	NEW YORK VIA SUEZ.	About 11th Jan. } Freight.

* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabins amidships. Lighted throughout by Electricity. Duty qualified Doctors are carried.

For further particulars, apply to
 HAMBURG-AMERIKA LINIE,
 HONGKONG OFFICE,
 King's Buildings. [14]

D. NOMA, TATTOOER, 60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 5,700 Recommendations which I have received from all sources.
 Hongkong, 16th November, 1905. [6]

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;

ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration.)

STEAMERS.	SAILING DATES.
PRINZ HEINRICH.....	WEDNESDAY, 20th December.
PRINZ EITEL FRIEDRICH.....	WEDNESDAY, 31st January, 1906.
PREUSSEN.....	WEDNESDAY, 17th January.
ROON.....	WEDNESDAY, 31st January.
PREUSSEN.....	WEDNESDAY, 14th February.
ZIETEN.....	WEDNESDAY, 28th February.
PRINZESS ALICE.....	WEDNESDAY, 14th March.
BAVERN.....	WEDNESDAY, 28th March.
PRINZ REGENT LUITPOLD.....	WEDNESDAY, 18th April.
PRINZ EITEL FRIEDRICH.....	WEDNESDAY, 28th April.
SACHSEN.....	WEDNESDAY, 9th May.
PRINZ HEINRICH.....	WEDNESDAY, 23rd May.
ROON.....	WEDNESDAY, 6th June.
PREUSSEN.....	WEDNESDAY, 20th June.

ON WEDNESDAY, the 20th day of December, 1905, at Noon, the Steamship PRINZ HEINRICH, Capt. P. Grosch, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.
 Shipping Orders will be granted till NOON, on MONDAY, the 18th December, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 19th December, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 19th December. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.
 The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

JAPAN-CHINA-AUSTRALIA LINE. VIA NEW GUINEA.

STEAM FOR FRIEDRICH-WILHELMSHAFEN, SIMPSONSHAFEN, HERBERT-SHOEHE, MATUPI, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG (Subject to alteration.)

STEAMERS.	Tons.	SAILING DATES.
WILLEHAD.....	4,761	TUESDAY, 12th December.
PRINZ WALDEMAR.....	3,227	TUESDAY, 9th January.
PRINZ SIGISMUND.....	3,302	TUESDAY, 6th February.

ON TUESDAY, the 12th December, 1905, at Noon, the Steamship WILLEHAD, Capt. Ph. Obenaier, with Mails, Passengers and Cargo, will leave this Port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE. DIRECT FOR YOKOHAMA AND KOBE.

FOR	STEAMERS.	ABOUT
YOKOHAMA & KOBE.....	PRINZ WALDEMAR*	TUESDAY, 19th Dec.
SHANGHAI, NAGASAKI, & GNEISENAU.....		WEDNESDAY, 20th Dec.
KOBE & YOKOHAMA.....	ROON	WEDNESDAY, 3rd Jan., 1906.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 6th December, 1905.

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON-KAUKONG LINE.

S.S. "TAK HING" and S.S. "HONGKONG."

SAILING EVERY EVENING AT 7 P.M. (SATURDAY EXCEPTED). THE ROUND TRIP OCCUPIES 36 HOURS.
 THE steamers pass through the silk producing districts, and afford a splendid opportunity for passengers to see the Southern part of the Canton delta.
 Fare for the Round Trip.....\$12

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."

SAILING TWICE WEEK. THE ROUND TRIP OCCUPIES 54 DAYS.
 THE steamers sail from Hongkong to SHANGHAI, SHUING, TAKING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.
 Fare for the Round Trip.....\$30
 These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity. For further information, apply to—

BUTTERFIELD & SWIRE, AGENTS, WEST RIVER BRITISH S.S. CO., HONGKONG.

Hongkong, 5th July, 1905.

Dentistry.

Dr. M. H. CHAUN.

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY.

37, DES VŒUX ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 12nd July, 1905. [6]

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 10th July, 1905. [66]

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS, AND GENERAL COMMISSION AGENTS.

GROUND FLOOR, ST. GEORGE'S BUILDING, HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR HARTMAN'S PATENT GENUINE COMPOSITION RED HAND BRAND, HARTMAN'S GREY PAINT, DAMIERS PATENT MOTOR LAUNCHES, &c.

Sole Agents for FERGUSON'S SPECIAL EFFAN and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

REASONABLE PRICES. Hongkong, 7th March, 1905. [61]

TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN & CO.

Hongkong, 10th January, 1905. [57]

AN APPEAL.

THE SUPERIORITY OF THE ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Collars and Cuffs renewed on old ones.
 Ladies and Children's Under-clothing, Corsets, and all kinds of Embroidery. Materials can be supplied, if required.

The Superiores will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1905. [55]

Intimations.

THE YOKOHAMA DOCK CO., Ltd.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 376 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 30.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Liebers, Scotts, A. I., and Watkins.

Yokohama, May 23rd, 1905. [76]

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

Homeward Passenger Season, 1906.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR

MARSEILLES & LONDON,

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO NEW YORK.

Steamers	Leave	Connect	Steamers from	Due at	Due at
to	HONGKONG.	to	COLOMBO	MARSEILLES (Brindisi 2 days earlier)	PLYMOUTH (London 1 day later)

Tons.	Leave	Connect	Tons.	Leave	Connect
ARCADIA.....	7,000	Feb. 12	BRITANNIA.....	7,000	Mar. 10
D. NGOLA.....	8,000	Feb. 25	MOLDAVIA.....	10,000	Mar. 30
DELTA.....	8,000	Mar. 12	MONGOLIA.....	10,000	Apr. 7
DELTA.....	8,000	Mar. 24	MOOLTAN.....	10,000	Apr. 21
OCEANA.....	7,000	Apr. 7	MARMORA.....	10,500	May 5

Tons.	Leave	Connect	Tons.	Leave	Connect
ARCADIA.....	7,000	Apr. 21	VICTORIA.....	7,000	May 20
DEVANHA.....	8,000	May 5	HIMALAYA.....	7,000	June 3
DONGOLA.....	8,000	May 19	INDIA.....	8,000	June 17

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Accommodation in the connecting steamer from Colombo to Brindisi arranged in Hongkong at time of booking. In addition to the above Mail Steamers the following INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS

WILL LEAVE FOR

LONDON,

CARRYING SALOON PASSENGERS AT REDUCED RATES.

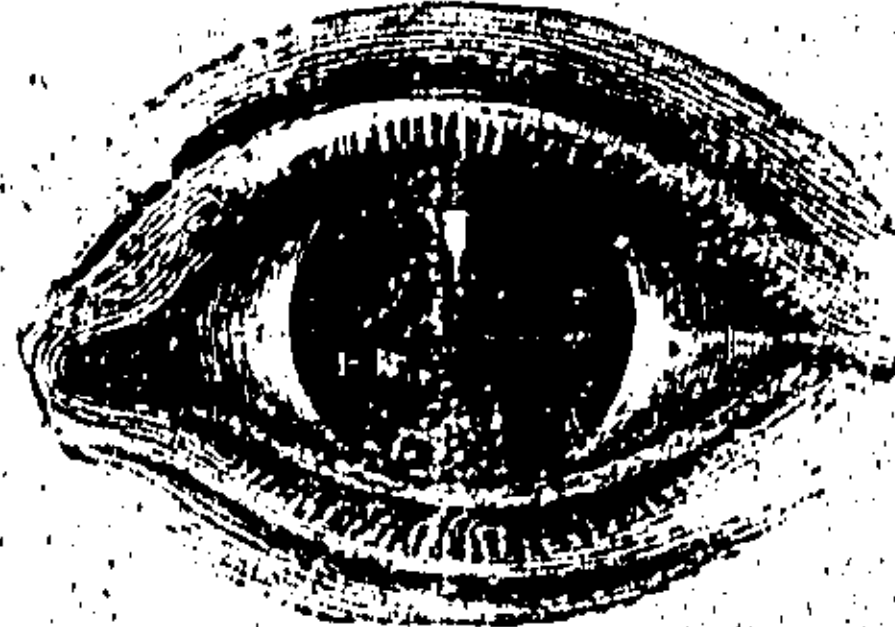
STEAMERS.	Tonnage.	LEAVE HONGKONG	ABOUT	LEAVE HONGKONG	ABOUT
JAPAN.....	4,500	Feb. 14	Mar. 10	Mar. 31	
SUMATRA.....	5,000	Feb. 28	Mar. 24	Apr. 14	
NUBIA.....	4,500	Mar. 18	Mar. 18	Apr. 28	
CEYLON.....	4,500	Mar. 28	Mar. 28	May 12	
FORMOSA.....	4,500	Apr. 11	Apr. 11	May 26	

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles. For Passage, apply to—

E. A. HEWETT, Superintendent.

Hongkong, 1st December, 1905. [175]

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN, 8, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
 LONDON, CALCUTTA, SHANGHAI.
 21, John Street, Bedford Row, W.C. 59, Bantock Street, 566, Nanking Road.
 Hongkong, 27th November, 1905. [40]

MEE CHEUNG,

PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, 111

Ice-House Road.

[S now in a position, in his New and Com modious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.]

GROUPS AND VIEWS

a specialty.

[S now in a position, in his New and Com modious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.]

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[S now in a position, in his New and Com modious Premises, to

Intimations.



E

BLEND.

VERY OLD

LIQUEUR

SCOTCH

WHISKY.

Per Dozen - - \$16.50

A. S. WATSON & CO.,

LIMITED.

WINE & SPIRIT
MERCHANTS,

ALEXANDRA BUILDINGS.

Hongkong, 28th October, 1905.

GREGOR & CO.,

19, QUEEN'S ROAD CENTRAL.

CHIANTI WINE

FROM U. FAZZINI, FLORENCE.

\$9.75 PER CASE.

Latest award:

GOLD MEDAL

ST. LOUIS EXHIBITION.

Hongkong, 20th June, 1905.

The Hongkong Telegraph

HONGKONG, THURSDAY, DECEMBER 7, 1905.

THE REGISTRATION OF PARTNERSHIPS.

The trend of commercial opinion in the Straits Settlements regarding the merits of the Registration of Partnerships Bill—which is an admitted necessity if business is to be transacted in a legitimate and above-board fashion—has been watched with the utmost interest in Hongkong, since a similar measure is desirable here also. The Bill was framed by the Government law officers, assisted by the advice of the official Assignee, and was thereafter submitted to the Chamber of Commerce of Singapore and Penang for consideration and report. Singapore merchants expressed themselves against the Bill, with only three dissentients who could probably be named. The Penang Chamber, despite a long letter from the Singapore body urging them to co-operate with them against the Bill, resolved to support the measure, although it was of opinion "that certain provisions require considerable amendment," but it added that it thanked the Government for introducing the Bill. Until we see the reasons of the Singapore Chamber for rejecting the Bill, it is impossible to understand on what grounds they were induced to oppose it. It cannot be that they objected to the principle of the Bill. No doubt, a few of the older firms who have managed to subsist without a Registration of Partnerships Act were inclined to be suspicious of any legislation which proposed to deal with trade; but in our opinion the real objection to the Bill is the extraordinary timidity of merchants in the East. They say, on the one hand, that a law on the subject is essential to the proper conducting of business. Then when it is proposed to help them, to punish the fraudulent and to set up a measure which has worked satisfactorily in the United Kingdom and in India, they hastily draw back and begin to be frightened of their own shadow. Official and legal opinion is quite clear that the Bill is necessary. The mercantile community hesitates to deny the fact, but finds fault with every measure submitted. As the official Assignee, in Singapore has said—"A few of the older European firms consider that they will not be benefited by such a measure; but, he pertinently asks, in what way will they be harmed by the passing of such a Bill into law adversely affect trade? The same official who is an acute reasoner proceeds: "Again it has been suggested that, if partners have to register, rich Chinamen will cease to invest their capital in trade; but there is more than one way of having money in a firm and getting a share of the profits without becoming partner, and a Chinaman is the last person to be deterred from investing money in a concern that he expects to pay. Registration would show that such men were not partners; at present the firm gets credit on the strength of reports that such a man has money in the firm." Everything in the Bill tends to protect the honest firm and to sweep the swindling fraternity out of existence. At present in the Straits Settlements as in Hongkong there are no means extant whereby it is possible to discover the real partners in a firm. Trusting to the outward and apparent respectability of a firm, a mercantile house rather than lose a good order would possibly—in fact, in all probability—accept the order off-hand that not having been defrauded in the past they could take the risk on this occasion. Then when the crash comes it is found that the real members of the firm were men of straw while those who figured, either impliedly or by actual assertion, as the stanch, solid partners who could make good any debt, have as much connection with the defunct concern as the man in the moon. That has happened repeatedly, and it will happen again. It will so long as there are no proper safeguards to protect the creditor firm against the rascalities of the debtor. What possible objection can there be to the disclosing of the partners' names? No English firm of repute would object for a moment and it is certain that all the first-class Chinese firms would be ready to follow that example. For the firm which is carrying on a straightforward, honest business has nothing to fear. It is the shady croak that finds himself up against a dead wall. Naturally he screams impotently; he shouts and protests that he is ill-used, and he will get a certain amount of sympathy from those who are frightened at the unaccustomed condition of things. The members of the Singapore Chamber of Commerce represent firms of the highest standing, but on the principle that discretion is the better part of valor, on this occasion they have run away from the question. They have hesitated to give the Registration Bill a trial and were lost. We are told by

the official Assignee for the Straits Settlements that last year "the liabilities" in estates of debtors against whom receiving orders and administration orders were made amounted to \$1,293,982.42 in Singapore and \$195,934.48 in Penang, according to the statements of affairs submitted by the debtors or made out from their books, or (where no statement of affairs would be made out) from the proofs lodged. The gross assets realized during the year on these estates amounted to \$169,330.35 in Singapore and \$38,196.84 in Penang, giving an average of 13.09 and 19.49 per cent. of the liabilities for the two Settlements respectively." In another part of his report the official Assignee states that in eighteen cases the debtors or all but the sleeping partners absconded or were not to be found. And he makes a choice remark about the non-absconders. He says: "The failures of these traders who did not abscond were almost all either distinctly fraudulent or characterized by trading with knowledge of insolvency." Yet in the face of that the merchants who have been defrauded prefer to be without a Registration of Partnerships Act. However, it is just possible that the Government setting the judgment of Penang against the hesitancy of Singapore may decide to give the provisions of the new Bill a trial in which case they will have the support of very many in the commercial world. At all events a trial is wanted, and why not in Singapore? Then it would be understood in a practical form whether this so-called interference with trade was justified or not, and if it were found to be unworkable nothing easier than to abrogate the Act. It would be a boon appreciated by merchants alike in the Straits Settlements (or a large proportion of them) and Hongkong to have the question tested by an actual trial.

PRINCE ARTHUR'S VISIT TO HONGKONG.

We are given to understand that, in view of the visit of Prince Arthur of Connaught, to Hongkong, en route to Japan, whither he goes to present the insignia of the K.G. to His Majesty the Emperor of Japan on behalf of His Majesty King Edward VII, leaving England on or about the 10th prox., it is proposed to postpone the St. George's Ball so as to be held on a day during the presence of His Royal Highness in this Colony. We learn also that a movement is on foot to arrange a race meeting on the same occasion, other events being also under consideration.

LOCAL AND GENERAL

THE German mail of the 8th November was delivered in London on the 6th inst.

WE are favoured by Messrs. Carlowitz & Co., on behalf of the Transatlantic Fire Insurance Co., with a copy of the Co.'s blotter for 1906.

WE are requested to remind our readers of the meeting to be held at the City Hall at 4.30 p.m. to-morrow (Friday), in connection with the proposal to form a Horticultural Society for Hongkong.

THIS morning Inspector Langley charged 12 Japanese women with stowing away on the s.s. *Satsung* at Sasebo, Japan, and thus obtaining passages from that port to Hongkong without the permission of the captain or officers, and without paying for the same. Five Japanese men were also charged with aiding and abetting the women in so stowing away. The women were convicted, and judgment reserved, the case of the men was adjourned, bail being allowed in the sum of \$500 each. The women claimed that their friends in Japan handed over to the Chinese boat-wain of the *Satsung* \$48 for passage money, and immediately on arrival in Hongkong the boat-wain absconded. A warrant was issued for his arrest.

IN summary jurisdiction this morning, His Honour Mr. A. G. Wise, Justice presiding, Leung Fun, owner of cargo lighter, sued W. Ng Tsun, owner of passenger junk No. 8, 201 H., trading between Hongkong and New Kowloon, for the recovery of the sum of \$700 being damages sustained by plaintiff through a collision between defendant's junk and plaintiff's lighter, on the 27th September, 1905, caused by the negligence of the master of the defendant's junk. Mr. O. D. Thomson appeared for the plaintiff, the defendant not appearing either in person or by representation, Mr. F. X. d'Almeida e Castro having withdrawn from the case. Mr. Thomson proved the claim, and judgment was given for plaintiff with costs against the defendant.

LAST night, about 9 o'clock, an Indian constable on duty near the York Buildings, saw a coolie loitering outside Messrs. Shewan Tomes' office, and, himself unseen, proceeded to watch the actions of the coolie. He then saw the coolie, who, it subsequently transpired, was a chair-coolie in the employ of Messrs. Reiss and Company, removing the brass name-plate belonging to Messrs. Shewan Tomes and Company, and which was screwed to the granite wall outside the latter's office. The brass screws had been removed and the coolie was making off with the plate, when the constable blew his whistle and made for the thief. The latter dropped the plate, and bolted, but ran into the arms of a Chinese constable, and the Indian coming up, the man was arrested and taken to the station, where, on searching him, two of the brass screws which had held the plate to the wall were found on his person. The charge was proved and the culprit was convicted and sentenced to three weeks' hard labour and six hours' stocks.

KING EDWARD HOTEL.

THE NEW BUILDING.

ANOTHER FIRST-CLASS CARAVANSARI.

Hongkong, for some time past, has seen the erection of some magnificent buildings, which will compare with any in the world, and the latest is the King Edward Hotel. It is certain that the proprietors of the King Edward have no fears as to the decadence of Hongkong, for the best testimony of their belief in the Colony's future and their view that the steady growth of Hongkong as a business centre and the growing importance of the city as a place where visitors abound, is made evident in the great hotel which has just been erected and will be formally opened in Christmas week. There are a few excellent hotels in Hongkong, chief among which is the hotel that takes its name after the Colony—the Hongkong Hotel—known by travellers all over the world. But as everybody knows there is plenty of room in Hongkong for another first-class hotel, and in that rank will stand the new King Edward, the embodiment of all that is latest in hotels. The present King Edward Hotel, whose admirable appointments and quietude have ever attracted a very large number of the people of Victoria, had no public bar, for instance, where soldiers and sailors might congregate, after the New Victoria had been converted into a bank, and it was a matter of deep disappointment to the proprietors that they could not meet the wishes of all their patrons. Then again, when the tourist season was at its height, numbers of those who desired accommodation had reluctantly to turn away because every room was engaged. For these and other reasons it was decided to build a new hotel, which should equal the best existing in Hongkong at the present time. It must be remembered that the proprietors are not by any means new at the business of hotel management. They have successfully "run" most, if not all, of the big hotels in the Colony. So, when it was finally determined to embark on the enterprise of having another first-class "caravansari," they entered into the scheme with spirit, and the result is seen to-day in the beautiful structure at the corner of Ice House Street and Des Vaux Road. There are a few fine buildings in the East, but not many finer than that which we are now describing. And whatever has been proved to suit a hotel is to be found in the interior of the King Edward.

It should be stated that although the proprietors have entered their new premises, they have not discarded the old building except in so far as the front portion facing Des Vaux Road is concerned. What is at present known as the billiard room, the Hongkong residents' bar and the office will be converted into offices for the Taiwan Bank. The remainder of the building will be retained as part of the King Edward Hotel, but it will only be in the nature of a temporary arrangement of alterations will be made. The present dining-room becomes the public bar, where all and sundry may congregate. Those who know the fine proportions of this apartment will readily understand that it will make an ideal public bar. The entrance will be from Ice House Street, a new door being built in the centre of the Ice House Street facade. The bedrooms above will remain as before, but certain improvements will probably be made in their appointments, although so far they have proved quite satisfactory.

THE NEW STRUCTURE. Turning to the new structure, it is difficult to define the character of the design it follows, but the main point is that the first and foremost object of the architects has been to erect a spacious, comfortable and up-to-date hotel, without forgetting to give it that ornate appearance which belongs to the style of building in the immediate vicinity. They have succeeded so well that he must be an extremely short-sighted individual or absent-minded beggar who fails to perceive in the rejuvenated King Edward a notable architectural feature in Hongkong.

On the ground floor, as one enters from the Des Vaux Road side, there is the billiard room and residents' bar—a roomy, airy and altogether sprightly apartment, which will contain three billiard tables, settees and so forth, besides the bar. It is lighted by half a dozen great windows reaching almost from the floor to the ceiling, while at night it will be illuminated by a flood of electric light. There are five electric fans of the latest pattern. The bar counter and fire-place are of stately appearance. The wood work of the hotel throughout is of teak, both polished and otherwise. Taken altogether this first glimpse at the interior fittings gives some idea of the character of the hotel as a whole. The ceiling is worked out in a stately pattern. Leading out of the bar is a billiard room, the lavatories which are constructed in first-class style and fitted with the latest devices in sanitary arrangements.

THE MAIN ENTRANCE. The main entrance for visitors to the hotel is at the corner of Ice House Street and Des Vaux Road. Here is the office, a wide and spacious area which has the appointments of a luxurious waiting-room, being fitted with lounge, tables covered with magazines and newspapers. There is a sufficiency of electric light and electric fans. There is also a reading room, where the visitor may obtain what even refreshments he may desire, and leading from it is the public telephone chamber which will be at the service of all comers, a condition of things which might well be observed elsewhere. The proprietors' office adjoins all the doors are resplendent with fancy leaded glass panels which lend an air of cheerfulness to the scene. The entrance is so arranged that the apartments beyond are easily reached.

THE GUESTS' BAR. Facing the main entrance there will be a couple of stately holding beautiful electric lamps. Proceeding upstairs, there will be found on the first landing the guests' bar, or rather a bar which is placed there for the convenience of diners. It is a very cosy apart-

ment, just the very place in which to meet a friend who is staying in the hotel and to hold a friendly chat. It is elaborately decorated as are all the rooms, and it will be largely patronised, there can be no doubt, when the hotel is opened.

THE DINING ROOM. The great feature of the King Edward is the dining room. It is of immense size and so arranged that when a large dining party, say a hundred or so people, are desirous of holding a dinner, then half the floor may be shut off either by a screen or by sliding doors. In the event of the whole floor space being required either by diners or by dancers the screens can be thrown aside, and we have immediately a couple of halls which do not seem to compare unfavourably in point of extent with the combined St. George's and St. Andrew's Halls. There are no hanging lights here; the illumination is in the ceiling, or in the top part of the pillars. There are several ornamental devices into which ruby and white diamond lamps are let, which should throw a soft and pleasant light on the diners or dancers. In the event of the smaller of the combined rooms being required for a private party, then the entrance is by another doorway, so that there need be no communication with the regular guests or diners. The pantry and side rooms adjoin the main dining-hall, so that the waiters have everything at hand. When the various items on the menu are brought from the kitchen, they will be placed on a long table with gas-heating attachments, so that the food may be brought in hot and delicious, while in a second apartment the plates will be kept ready and the linen at hand. It may be added that these subsidiary rooms to the dining hall, have the floors and walls tiled so that they can be maintained beautifully sweet and clean.

In the height of the season when the dining-halls are ablaze with electric lights of various hues, the guests cheerful and enjoying the good things set before them, the waiters prompt and bustling silently, and everybody in the highest spirits, the scene should be as bright and gay as anything to be witnessed in a great London restaurant, or let us say, to please our American friends, the wonderful Waldorf-Astoria.

SOME INNOVATIONS. Some excellent innovations are introduced by the proprietors of the King Edward Hotel. On each floor, there will be a "boy" in constant attendance. Whatever is wanted at a moment's notice will be obtained by him. In deed, that is one of the characteristics of the hotel—prompt attention to the wishes and requirements of the guests; no bungling or lazy movements, but swift, willing and cheerful service—a fact which should do much to extend the patronage of the hotel, and one which all visitors to the East will appreciate. Again, on each floor, there is a speaking tube communicating with the office, and a telephone in connection with the Central Exchange. No need for a guest on the top floor, or anywhere else in the building to clamber down the stairs or wait for the lift in order to reach the office of the hotel when he wants to telephone to a friend. The telephone is at his hand, "aye ready," which is in itself a convenience that will be highly appreciated by all travel ers.

On the second floor will be found the guests' billiard room, with a couple of tables in it. Comfortable settees line the walls; refreshments are at hand in the private bar, and at night a profusion of electric lights will illumine the scene. The guests' billiard room is in the centre of the floor, and the rest of the floor is quite explanatory of its appearance. Adjoining it is the smoking room, where a man may sit and watch the stars from the verandah or comfortably read the evening newspaper while enjoying My Lady Nicotine. The reading room, furnished with all the newest magazines and papers, is next door. It is furnished with lounges and sofas and easy-chairs, so that any sybarite will find himself satisfied with the surroundings.

A STYLISH APARTMENT. Further on there is a private dining-room which will accommodate 24 persons. It is a handsome and stylish apartment, away from the busy thoroughfare, where a select party may enjoy an excellent time. The ladies' dressing-room is near by, a luxurious and refreshing room, open to the breezes, right at the Des Vaux Road corner of the building. Like the rest of the special apartments it is furnished in an elegant and charming style, attractive to the artistic taste and thoroughly not to say delightfully feminine. Then there is a ladies' reception room, and a ladies' writing room, where visitors who come from the country—that is to say from a distance—may scribble a note to their friends. This is one of a suite of three rooms which are set apart solely for the use of ladies. The others are a tea-room and a sitting room. Needless to say all are fitted up in a manner which will compare with anything seen elsewhere, and should prove a rendezvous for the fair sex in Hongkong. In addition there are a cloak room, and lavatories, and all the usual accessories.

On each floor the ladies' and gentlemen's lavatory and bath rooms are widely separated, and the appointments are of the most modern type. The *Marchioness* is bringing in from America a great stock of up-to-date bath room appliances specially selected by Mr. Dorabjee. The view from the hotel is magnificent. On one side there is the Peak district; on the other Kowloon. From the top-storey, the fifth floor, one overlooks the highest buildings in Hongkong. Every bed room has its verandah, and every verandah its view. But the feature is that there is a beautiful vista afforded from all the higher rooms, while the cool fresh air will refresh the tired visitor on the hottest day in summer. There are special corner rooms which are larger than the others, but all are admirable and with the exception of these corner rooms all are of the same size—about 16 feet by 30 feet. The furniture of the bed rooms is ample and splendid—bed, sofa, two lounge chairs, marble, dressing tables, mirrored almirahs and a couple of long mirrors besides and all the rest of the usual appointments. There are 40 bedrooms altogether, which with the 35 or 40 in the other building, give the King Edward a total of some 75 bedrooms. All the rooms in the new structure communicate with each other from end to end, and on the top floor a corridor 100 feet long and 16 feet wide runs the length of the building. The bath rooms are sufficient in number for all to bathe at the same time, so that there need be no waiting or hanging about.

An iron fire escape, with stone side walls runs from the top of the building to the bottom which should calm the nervous because it is absolutely fire proof.

On the basement there are special rooms for luggage and stores. The luggage that is not required will be placed on stands, while the wine cellars are both ample and large. Altogether the King Edward Hotel is a splendid example of what can be done in Hongkong in the architectural and furnishing lines. Messrs. Leigh and Co., Ltd., superintended the arrangement of the fittings. There will be a special opening night which will be intended, should prove a notable function on a most interesting occasion.

TELEGRAMS.

HONGKONG TELEGRAPH BELVICH.

JAPANESE SHIPBUILDING.

FIRST ARMoured CRUISER.

TO BE LAUNCHED SHORTLY.

[From Our Own Correspondent.]

Shanghai, 7th December, 2.5 p.m.

Work on the *Tsukuba* has been so far advanced that she will be ready to be launched on the 12th inst.

The *Tsukuba* is the first armoured cruiser, and the largest, that has been built in a Japanese naval shipyard.

RUSSIANS IN MANCHURIA.

RESORT TO PLUNDERING.

CHINA PROTESTS.

[From Our Own Correspondent.]

Shanghai, 7th December, 2.5 p.m.

The Russian troops in northern Manchuria, who have not been able to be re-patriated, are so far short of provisions that they have resorted to plundering.

China has entered a protest against the action of the Russian troops.

ALLEGED SHOCKING SUICIDE.

CAPT. J. T. SMITH OF THE "SIBERIA".

FOUND DEAD IN HIS CABIN.

The community of Hongkong was considerably startled this morning when the news leaked out that a prominent and well-known master mariner, had committed suicide in the harbour some time last night. From inquiries made, this morning we learned that between 6.30 p.m. and 7 a.m. to-day, on entering the cabin of Captain J. T. Smith of the s.s. *Siberia*, which vessel arrived in harbour on the 3rd inst., from San Francisco, to take the captain's morning coffee to him, the boy was terrified to find his master lying on his bed with his throat cut, and the head lying on blood-saturated pillows. An alarm was at once raised, the chief officer called, but the captain was quite dead, and the body nearly cold. A blood-stained razor was found by the side of the corpse. The police signal was at once hoisted and the Water Police, boarding the *Siberia*, took charge of the body, which they removed to the mortuary, where a medical examination was held this afternoon; and also took charge of the captain's room.

There can at present be little doubt that it is a case of determined suicide, as we learn that during the whole voyage out Captain Smith appeared to be very depressed, and was understood to be worried over domestic troubles.

Captain James Tremayne Smith was highly thought of by the Pacific Mail Steamship Co. in whose service he had been employed for a period of over twenty years, serving with great satisfaction to his owners, and rendering himself very popular with the thousands of passengers who had travelled with him, as well as with a host of other friends ashore, by all of whom his tragic death is deeply regretted.

Captain Smith leaves a young daughter in San Francisco to mourn his loss, he having recently divorced his wife. A significant circumstance in connection with this melancholy affair is that the deceased, while in Woonung on the 20th ult., made and executed his will leaving all his property entirely to his daughter.

LEAVE of absence on private affairs to the neighbouring countries has been granted to Lieutenant R. M. Ranking, Royal Army Medical Corps, from 15th to 24th inst.

WHILE the barge-wain of the s.s. *Empress of Japan* was on duty on the main deck of that vessel this morning, he suddenly fell to the deck and lost consciousness. When the doctor was summoned he pronounced him to be extinct, and a post-mortem examination showed the cause of death to be heart disease.

YESTERDAY afternoon Inspector Gaud raised the Headquarters Office, with a posse of constables, and their found 14 coolies engaged in an interesting gambling game. They were all arrested, and on proof of the charge before Mr. F. A. Hazeland this morning the two leaders of the game were fined \$150 each, and the remainder \$5 each.

SHIPPING AND MAILS.

MATTERS DUE.

Indian (*Lalung*) 8th inst.
Indian (*Gregory Agar*) 11th inst.
French (*Ernest Simon*) 12th inst.
Australian (*Chinglu*) 17th inst.
German (*Prinz Waldemar*) 17th inst.
Canadian (*Empress of China*) 20th inst.
The s.s. *Missouri* is expected to sail from Shanghai on 8th inst. at 6 p.m. for Hongkong.
The C. P. R. Co.'s s.s. *Empress of India* arrived at Vancouver at 12.30 p.m. on 5th inst.
The Imperial German Mail s.s. *Prinz Sigismund* which left Harbin on 18th ult., arrived at Sydney on Wednesday, 6th inst.
The A.P.C. Co.'s s.s. *Gregory Agar* from Calcutta left Singapore yesterday afternoon, and may be expected here on 11th inst.
The H. A. L. s.s. *Amelia*, from Hamburg left Singapore for this port on 4th inst. and may be expected here on 10th inst.
The C. P. R. Co.'s s.s. *Tartar* arrived at Kobe at 8 a.m. on 6th inst., and left again at 6 p.m. same day, for Yokohama, where she is due to arrive at 1 a.m. on 8th inst.
The P. & A. s.s. *Arcturion* is expected to sail from Melbourne on 7th inst., and will be due here on afternoon of the 21st inst. She will probably sail from this port for Portland (Oregon) on 24th inst.

TELEGRAMS

[Russia.]

The Paris Bourse.

LONDON, 5th December.

A further heavy fall in Russian stocks has caused a collapse of the Paris bourse, which yesterday verged on a panic.

Turkey and the Powers.

The international fleet has occupied the island of Lemnos.

The Situation in Russia.

News from St. Petersburg, dated Sunday, says that, on the whole, the feeling is more confident and the nervousness no longer so marked; the people are getting used to the situation.

All the troops in the vicinity have been called into St. Petersburg.

The run on the Savings Bank continues.

Penny Postage.

The penny postage rate has been extended to Egypt and the Sudan, from the 15th instant.

Political.

Sir Henry Campbell-Bannerman has accepted office.

Before going to Buckingham Palace to kiss the King's hand, he had a conversation with the Duke of Devonshire, in which a union with the Liberal Unionists played the most important rôle.

Russia.

The revolutionary movement, exercising the widest control, intends demanding that Count Witte shall convoke a constituent assembly.

BANKRUPTCY.

A QUESTION OF SECURITY.

This morning, before His Honour, Sir Francis Pigott, Chief Justice, presiding in Bankruptcy Jurisdiction, in the case of Choi Chung Lee, alias Choy Chong, ex parte Choi Tai Chinn Mr. F. B. L. Bowley, Crown Solicitor, appearing on behalf of creditors, applied for the discharge of the warrant issued by His Lordship last month. The debtor was now in police custody, in connection with certain charges of fraud in relation to his bankruptcy. Mr. P. W. Goldring, of Messrs. Britton, Hett and Goldring, representing the debtor applied for an order from His Honour for the return of the \$5,000, deposited as security for the debtor's appearance by Leung Nam To.

His Honour observed that the public examination might be continued.

Had Mr. Wakeman any objection to the refunding of the security?

Mr. Wakeman, Official Receiver, said he had no objection to offer.

His Honour: You apply then, Mr. Goldring, for the discharge of the security?

Mr. Goldring: Yes, my Lord, that is my application in effect.

Mr. C. F. Dixon, of Mr. John Hastings' office, representing other creditors, suggested that the money should be held until the public examination was completed.

His Honour: But if security was only given for the due appearance of the debtor. The debtor was now in Government custody, and there could be no better possible security than that for his appearance.

Mr. Dixon: Suppose he is discharged at the Magistrate's?

His Honour: When you must watch the proceedings and apply again.

Mr. Dixon: He might be discharged tomorrow afternoon, too late to make any application and run away out of the jurisdiction.

His Honour: Is he coming to the Criminal Sessions, or going to be dealt with by the Magistrate?

Mr. Bowley: He must first go before the Magistrate, my Lord.

Mr. Dixon: Yes, and he might be discharged by that Magistrate, my Lord.

His Honour: Yes, that is so; the Magistrate can discharge, or commit to the Sessions, but he has no power to convict. I can't discharge the security now. If he is committed to the criminal sessions then I can do so. I don't see why this security should be kept longer than necessary. Your public examination, if continued, Mr. Wakeman, won't touch upon the subject about which he is being prosecuted? That matter is concluded so far as the public examination is concerned, and it will now be dealt with by the Criminal Court, and his public examination will be independent of that?

Mr. Wakeman: I cannot say that, off-hand, my Lord.

His Honour: I should imagine the public examination will not deal at all further with the subject of the furniture; that matter is beyond us entirely, so that you will take such steps as you can to conclude the public examination. There is not very much left to examine him on now, I think?

Mr. Wakeman: I think not, my Lord.

His Honour: Well, run through the papers and see what more there is to examine him upon. The simplest course will be that the security stand until the conclusion of the further public examination, which you say will be concluded very shortly. Try to bring it off next Thursday, if you can. The warrant will therefore be discharged, and it is understood that the public examination will be concluded next Thursday, if possible.

Mr. Goldring: As your Lordship pleases, but the security has been deposited for a long time now, and the man in arrest for about six weeks.

His Honour: Is that so?

Mr. Bowley: Yes, my Lord, the security was deposited on the 4th August last.

His Honour: Then, Mr. Wakeman, push on to get the examination concluded next Thursday so that the security can be returned.

Mr. Wakeman: I will do so, my Lord.

LEGISLATIVE COUNCIL MEETING.

A meeting of the Legislative Council was held this afternoon. Present:—His Excellency the Governor; Major Sir Mathew Nathan, K.C.M.G., M.E., His Excellency Major-General Villiers Hatton, Hon. Mr. T. Sercombe Smith (Colonial Secretary), Hon. Mr. A. M. Thomson (Colonial Treasurer), Hon. Sir H. Spencer Berkeley (Attorney General), Hon. Capt. H. L. Barnes-Lawrence (Harbour Master), Hon. Mr. W. Chatham, (Director of Public Works), Hon. Mr. A. W. Brewin (Registrar-General), Hon. Sir C. P. Chater, C.M.G., Hon. Dr. Ho Kai, C.M.G., Hon. Mr. R. Shewan, Hon. Mr. Gerhson Stewart, Hon. Mr. Wei Yuk, and Mr. A. G. M. Fletcher (Clerk of Council).

MINUTES.

The minutes of the last meeting were read and confirmed.

WORKMEN'S TRAMWAYS.

His Excellency the Governor:—(Dr. Ho Kai) Have you anything to report with regard to your resolution on the subject of the workmen's tramway?

Dr. Ho Kai:—No, Sir. We have made inquiries and we have received a large number of communications from workmen on the subject and also from others. We have been very busy over the matter and have gathered a great deal of information, but we have not yet finished our investigations. I should like to have the resolution adjourned for another week.

Mr. Wei Yuk concurred.

The request was granted.

REPORT.

The Colonial Secretary laid on the table the report of the Examiners on Queen's College.

FINANCE.

The Colonial Secretary laid on the table Financial Minutes Nos. 58 to 61, and moved that they be referred to the Finance Committee.

The Colonial Treasurer seconded.

His Excellency the Governor said:—Of the four Financial Minutes which it is proposed to refer to the Finance Committee two of them Nos. 58 and 59, require a short explanation from myself. No. 58 includes a sum of \$11,600 in aid of the rate for Annually Recurrent Public Works. The only considerable item included in that sum is one of \$6,500 for maintenance of praya wall and piers. The reason why this extra expenditure is being incurred this year is that it has been advantageous to renew the pier opposite Observation Place while the praya reclamation grant is disposed of. The Minutes also includes a sum of \$107,050 in aid of the vote for extraordinary Public Works. The first of the seven items which this amount is to cover is one of \$7,600 for the Bacteriological Institute; the necessity for this is due to this money having been expended out of the sum voted in 1904, which was not anticipated, and accordingly the greater sum has been required for the completion of the building in 1905, which is a re-vote. The additional \$15,000 as "miscellaneous drainage works" is required on account of such works being necessary in connection with the reclamation schemes at Tai-kok-tsu, Mong-kok tsui, and Kowloon Point. The \$9,800 additional for miscellaneous works is appropriated to a number of things, the principal of which is the advisability of carrying out some works of improvement to the Central Police Station, as the result of adding a new storey to that building. An additional sum of \$15,000 is required for streets. This expenditure is incurred in consequence of the resumption of a piece of land which comes in the way of a 100-foot road which was to go from Kowloon Point to Pokung. The resumption is now being carried out and an exceptionally favourable opportunity of ours to perform the work contemplated. The \$5,000 for waterworks is being expended in increasing the supply available for water boats at Lai-chi-kok. The requirements of water boats have very much increased since the Government supply was first established, so we ask this money to enable the Government to perform the work of supplying them. The next item of \$10,000 is required in connection with the Tytam-tuk waterworks at which I dare say greater progress has been made than was anticipated. The other items speak for themselves. Turning from the details to the general effect of this vote which I am asking you to give on the Public Works Department for the year, and dealing first with recurrent public works you will remember that the original Estimates amounted to \$180,500; the supplementary vote including the present one is \$21,250. Against this there is an estimated savings amounting to \$17,150 so that the total excess for the whole vote for the year will be \$4,100 which is about 1 per cent. Then turning to Public Works Extraordinary, the original Estimates amounted to \$1,815,000; the supplementary votes, including the one now submitted, amounted to \$354,470. Against that the estimated savings are \$279,540, leaving an excess over the original sum of \$74,930. That is approximately the amount, \$75,000, which we are to spend this year on the railway. This statement is not quite satisfactory from the financial point of view as I expressed to the Council three months ago to-day, Sept. the 7th, as I did not then anticipate we should spend the full amount of the vote for Public Works Extraordinary. From the point of view of work done, it is on the other hand more satisfactory as we have made more progress than I anticipated before on the water works supply or the preliminary arrangements for the railway. And the financial aspect has also its brighter side because we are now in hopes of obtaining from land sales during the year a sum more nearly approximating the original estimate of \$500,000 than the revised estimate which I put before you on the 7th September of \$400,000. The other vote requires a sum of \$16,801 in aid of the vote for military expenditure and volunteer expenses. The bulk of this is a re-vote due to the rifles and equipment which we ordered last year not having been charged to the Colony until the commencement of the present year. There is also a small amount, under \$5,000, which has been required for equipping the volunteer troop.

The motion passed.

RAILWAY LOANS.

The Attorney General moved the first reading of a Bill entitled An Ordinance to amend The General Loan and Inscribed Stock Ordinance, 1893.

The Colonial Secretary seconded.

His Excellency said:—The explanation of the Bill, which is laid before you is contained in the following despatch from the Secretary of State of the Colonies, which I received last night:—

Downing Street, 3rd Nov. 1905.

Sir,—I have the honour to acknowledge the receipt of your telegram of the 13th. October reporting that an Ordinance had been passed by the Legislative Council for raising a sum not exceeding £2,000,000, under the provisions of the Loan Ordinance of 1893, to defray the cost of the railway from Kowloon to Canton and for other railway purposes.

I entirely agree that this is the proper procedure in all ordinary cases, and I should require very strong arguments to induce me to sanction the raising of a Colonial Loan otherwise than by the issue of Inscribed Stock. But it has been pointed out to me that the circumstances of the present loan, so far as they relate to the advance made to the Viceroy at Wuchang, are altogether exceptional. The loan is to be repaid in ten years at the outside, and possibly after five; and it may prove advantageous to issue this loan in the form of debentures repayable by ten annual drawings proportionate to the instalments due from the Viceroy. It has therefore been suggested that the most convenient course will be to amend the Ordinance of 1893 by providing in general terms that notwithstanding the provisions of section 3 it shall be lawful for the Governor to raise money by debentures or partly by debentures and partly by Inscribed Stock on conditions as to the repayment of the debentures as the Crown Agents with the approval of the Governor may prescribe. A saving clause should be added providing that nothing shall affect the rights acquired, or liabilities incurred, under the provisions of the principal Ordinance, and it should be made clear that the Amending Ordinance will apply to the loan just authorised.

His Excellency added:—In the remainder of the letter the Secretary of State asks that I shall report by telegram as soon as the Ordinance has been passed.

The Attorney General said the object of the Bill was to give effect to the recommendations of the Secretary of State. He then repeated the terms of the Bill and moved the first reading.

The Colonial Secretary seconded.

Agreed.

The Standing Orders were suspended and the Bill passed through Committee without alteration.

Mr. R. Shewan:—Of course, we understand that before any further loan is converted the whole question will be discussed before the Council.

His Excellency:—You give general power.

Mr. Shewan:—Won't the Council have an opportunity of discussing the terms of the loan and the interest to be paid.

His Excellency's reply was inaudible.

Mr. Shewan:—Will it be left between the Governor and the Crown Agents?

His Excellency:—It will be for the Governor of this Colony to deal with this matter, but it will be discussed at the Legislative Council.

Mr. Shewan:—Shall we have an opportunity of discussing the terms of the loan? To say whether the interest is right.

The Attorney General:—The Governor will take advice but not from the Legislative Council.

Mr. Shewan:—There will be no further reference to the Legislative Council if we pass the Bill?

His Excellency:—No.

The Attorney General said the only difference the Bill made was as to the means by which the loan should be made.

Mr. Shewan:—I would ask that this Council be adjourned to consider this Bill on another occasion.

His Excellency:—Why?

Mr. Shewan:—To give us time to consider our position in the matter. He proceeded to say that he thought they should have a further opportunity of discussing the loan.

The Attorney General repeated that it only allowed the loan to be raised by debentures as well as inscribed stock.

Mr. Shewan:—Is that any reason why it should be rushed through to-day?

His Excellency:—Except that it will be for the convenience of everybody.

Mr. Shewan:—We have had no time to consider it at all.

Mr. Gerhson Stewart:—They might issue the bonds at 5 per cent according to this Bill.

The Attorney General said if there was any good reason why the Bill should not be passed to-day he would like to hear it and the third reading might be postponed.

Mr. Shewan:—I don't wish to obstruct the course of business but perhaps you may be able to give us and the community generally some idea of the terms on which the loan will be made because I and a great many people have an interest in this matter. They would object if we rushed through the Bill and I think we should have an opportunity of giving the Bill some consideration.

The Attorney General:—The loan will be obtained on the best terms procurable in the market at the time the loan is issued.

Mr. Shewan:—Is it to be placed in London, or left entirely in the hands of the Crown Agents?

His Excellency:—Not entirely to the Crown Agents.

Mr. Shewan:—There is a rooted disgust to the Crown Agents; a great disgust.

The Attorney General spoke of other colonies in relation to the Crown Agents.

Mr. Shewan:—These Crown Agents don't seem to be under our control at all.

His Excellency:—This is not the time to discuss the position of the Crown Agents.

Mr. Shewan:—Will there be any further reference of this Bill to the Council?

The Attorney General:—To the Council of the Governor.

Mr. Shewan:—People don't know anything about the deliberations of the Executive Council?

His Excellency:—Do you withdraw your objections, Sir?

Mr. Shewan:—I think the public should understand the position of affairs.

The Attorney General:—I move the standing orders be suspended and the Bill read a third time, if no one objects.

Sir Paul Chater seconded.

His Excellency:—Any member object?

Mr. Shewan:—Yes, I object.

Mr. Gerhson Stewart:—What is the rate of interest?

Mr. Shewan:—If it is vitally important that the Bill should be passed to-day, say so.

His Excellency:—The objection is that if you postpone the motion to a future occasion I shall not be able to give any further information then. His Excellency added that it was desirable but not essential that the Bill should be passed to-day.

After further discussion, Mr. Shewan removed his objection.

The Bill was read a third time and passed.

PRINCE ARTHUR'S VISIT.

His Excellency the Governor said:—Before we adjourn to-day, I wish to state that I have received news from the Secretary of State to the effect that His Royal Highness Prince Arthur of Connaught, will soon leave England, and while on his way to Japan, where His Royal Highness will present the Garter to the Emperor of Japan, His Royal Highness will make a stay in Hongkong. According to present arrangements, His Royal Highness will arrive here on the 9th of February and remain here until the 14th. During that time His Royal Highness will visit Canton.

The Council adjourned sine die.

THE BILL.

The text of the Bill is as follows:—

A Bill entitled An Ordinance to amend The General Loan and Inscribed Stock Ordinance, 1893.

Enacted by the Governor of Hongkong, with the advice and consent of the Legislative Council thereof, as follows:—

1. This Ordinance may be cited as the General Loan and Inscribed Stock (Amendment) Ordinance, 1905, and shall be read and construed together with the General Loan and Inscribed Stock Ordinance, 1893, hereinafter called the Principal Ordinance.

2. Notwithstanding the provisions of section 3 of the Principal Ordinance it shall be lawful for the Governor to raise money by debentures, or partly by debentures and partly by inscribed stock on such conditions as to the repayment of such debentures as the Crown Agents with the approval of the Governor may prescribe.

3. Nothing in this Ordinance shall affect any right acquired or any liability incurred under the provisions of the Principal Ordinance.

4. The Loan of £2,000,000 for the purpose of defraying the cost of a railway from Kowloon and for other railway purposes authorized by the Railways Loan Ordinance, 1905, as well as loans hereafter authorized, may be raised in accordance with the provisions of this Ordinance.

The Council adjourned until Thursday, the 21st inst.

FINANCE COMMITTEE.

A meeting of the Finance Committee was held immediately after the Council, the Colonial Secretary presiding.

It was agreed that the following votes be recommended for adoption by the Council:—

STREET INDEX.

A sum of three hundred and forty-eight dollars in aid of the vote Miscellaneous Services, Printing Miscellaneous Papers, for 100 copies of Street Index, 2nd edition.

LAND RAILIFF.

A sum of four hundred dollars in aid of the vote Public Works Department; other charges, language allowance to Mr. S. R. Moore, land bailiff, who has passed the examination in the Hakka colloquial.

PUBLIC WORKS.

A sum of one hundred and eighteen thousand six hundred and fifty dollars in aid of the votes public works annually recurrent expenditure and public works extraordinary for the following items:—

Public Works Annually Recurrent Expenditure.

Maintenance of buildings \$ 3,000

" gas lighting, Kowloon 100

" roads and bridges in the city 1,000

" roads and bridges in New territory 1,500

" praya wall and piers 6,500

" public cemetery 500

Total \$11,650

VOLUNTEER RIFLES AND EQUIPMENT.

A sum of sixteen thousand eight hundred and ninety-one dollars and forty-seven cents in aid of the vote, military expenditure, expenses of Volunteers—other charges, rifles and equipment.

This was all the business.

The Committee then reported to Council.

According to a Washington despatch, Emperor William of Germany is a naturalized citizen of the United States, and by residing six months in West Virginia he would be qualified to vote. He acquired his American citizenship through an error of the clerk of a state court in West Virginia. In November 1904 Jacob Oblinger, a subject of the Emperor, declared his intention of becoming a citizen of the United States. When he received his papers they read: "It is therefore considered, ordered and adjudged by the Court that the said Emperor of Germany is hereby admitted to be a citizen of the United States."

CANTON NOTES.

THE JAPANESE MURDERER'S TRIAL.

[From Our Correspondent.]

Canton, 5th December.

The investigation into the circumstances attending the dastardly murder of Professor Kado, who occupied the chair of Medicine in the Whampoa Military College, has been taken out of Chinese hands and handed over to the jurisdiction of the Japanese. The alleged murderer Chok Sui Cheong, who is also a Japanese, was detained in prison until the arrival of a Japanese officer who came from the Amoy Consulate to escort the prisoner to Nagasaki where the case will be tried. The Japanese official arrived yesterday and the accused was taken down to Hongkong en route to Japan by this morning's steamer.

As I stated previously it is believed that the crime originated in a mad desire to be revenged upon those who had influenced the Chinese Government to close up all the disorderly houses in the district. The alleged murderer was interested in one of these houses and impotently cried out against their being closed; but, of course, without effect. Whereupon he took revenge upon Professor Kado, who happened doubtless to be the first fellow-countryman of authority that he met.

It is interesting in this connection that the Chinese brothel which was closed up by the Viceroy soon after the riot in the course of which the police station was demolished, has now been re-opened. The Viceroy receives \$10,000 a annum for this privilege.

COMMERCIAL.

RAUB AUSTRALIAN GOLD MINING.

Messrs. Benjamin, Kelly and Potts inform us that they are in receipt of a private telegram advising them that the crushing of the Raub Australian Gold Mine for the past four weeks realised 690 ounces of eluted gold from 5,086 tons of stone.

10-DAYS' EXCHANGE.

Selling.
London—Bank T.T. 2 0 5/16
Do. demand 2 0 1/2
Do. 4 months sight 2 0 11/16
France—Bank T.T. 2 5 1/4
America—Bank T.T. 4 0 1/2
Germany—Bank T.T. 2 0 1/2
India T.T. 15 1/2
Do. demand 15 1/2
Shanghai—Bank T.T. 2 1 1/2 nom.
Singapore T.T. 6 1/2 % prem.
Japan—Bank T.T. 4 0 1/2
Java—Bank T.T. 12 1/2
Buying.
4 months sight L/C 2 0 13/16
6 months sight L/C 2 0 15/16
30 days sight San Francisco & New York 4 0 1/2
4 months sight do. 5 0 1/2
30 days sight Sydney and Melbourne 3 1/2 1/16
4 months sight France 2 5 1/4
6 months sight do. 2 6 1/2
4 months sight Germany 2 1 1/2
Bar Silver 29 9/16
Bank of England rate 4 1/2 %
Sovereign 9 9/16

THE net profits of J. and P. Coats and Company for the year were two millions and three hundred and eight thousand pounds, half a million of which was carried to the reserve, and nearly half a million was carried forward.

To-day's Advertisements.

LADIES' RECREATION CLUB.

A SUBSCRIPTION DANCE will be held in the CITY HALL, TO-NIGHT,

7th December, 1905, from 9.15 P.M. to 12.30 A.M.

Applications for Tickets (\$5 each) should be addressed to Mrs. FRAZER, Hon. Treasurer, at the King Edward Hotel or c/o The Hongkong and Shanghai Banking Corporation, or to the President, c/o Messrs. Jardine, Matheson & Co. Tickets may also be had at the door.

A Train to the Peak will be run not later than 1 A.M.

M. BELL, Hon. Secretary, Hongkong, 7th December, 1905. [1266]

HONGKONG GYMKHANA CLUB.

A MEETING OF MEMBERS will be held at the Offices of Messrs. Gibb, Livingstone & Co., St. George's Building, on WEDNESDAY, 13th instant, at 4.15 P.M.

BUSINESS.

TO PASS ACCOUNTS, &c., C. G. MACKIE, Hon. Secretary and Treasurer, Hongkong, 7th December, 1905. [1268]

"NOTHING BETTER."

MACLAREN'S CREAM CHEESE not merely "A Better" Cheese, but a "Perfect Cheese."

To be had in air-tight tins to preserve its freshness and good flavour.

Special rates to Hotels, Clubs, Boarding-houses, Messes, and wholesale dealers.

H. RUTTONJEE, Sole Agents for China, Hongkong, 7th December, 1905. [158]

THE HONGKONG FROZEN FOOD SUPPLY.

REDUCTION IN PRICES.

CUSTOMERS are requested to note the following REDUCTION IN PRICES:—

AUSTRALIAN SMOKED MULLET \$0.50 per lb.

AUSTRALIAN SMOKED SCHNAPPER 450 " "

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARD.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"HUICHOW"	7th December.
GLASGOW and LIVERPOOL	"IDOMENEUS"	8th "
GLASGOW and LIVERPOOL	"STENTOR"	19th "
GLASGOW and LIVERPOOL	"KANCHOW"	26th "
GLASGOW and LIVERPOOL	"TELEMACHUS"	29th "
GLASGOW and LIVERPOOL	"PYRRHUS"	2nd January.
GLASGOW and LIVERPOOL	"PAK LING"	2nd "
GLASGOW and LIVERPOOL	"SAINT BEDE"	2nd "
GLASGOW and LIVERPOOL	"PATROCLUS"	9th "

Chartered S.S. "Huichow" left Singapore at daylight on the 1st inst., and is due here on the 7th.
S.S. "Idomeneus" left Singapore on the morning of the 3rd inst., and is due here on the 8th.

HOMEWARD.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	"HECTOR"	19th December.
* GENOA, MARSEILLES & L'POOL	"GLAUCUS"	20th "
AMSTERDAM, LONDON & ANTWERP	"TYDEUS"	2nd January.
AMSTERDAM, LONDON & ANTWERP	"IDOMENEUS"	16th "

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH

THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON POINTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"TELEMACHUS"	1st January.

WESTWARD.

FROM	STEAMERS	DUE
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"JASON"	7th December.
	"TYDEUS"	16th December.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 5th December, 1905.

CHINA NAVIGATION CO., LIMITED.

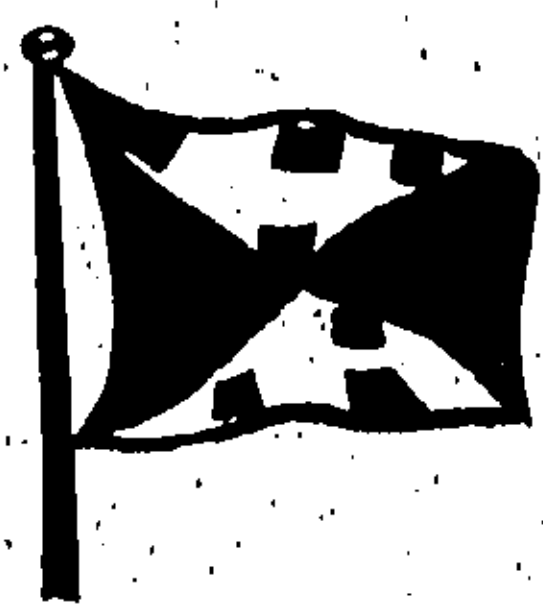
FOR	STEAMERS	TO SAIL
KOBE	"OHANGSHA"	8th December.
MANILA	"TAKING"	12th "
CEBU and ILOILO	"KAIFONG"	22nd "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNS- VILLE, SYDNEY and MELBOURNE	"OHANGSHA"	27th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly
qualified Surgeon is carried.† Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 6th December, 1905.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon and staterooms—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. Almond	MANILA	SATURDAY, 9th Dec.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 16th Dec.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 1st December, 1905.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast.)

Steamship	Tons.	Captain.	For	Sailing Dates.
"INDRANI"				FRIDAY, 15th December.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 23rd October, 1905.

BOO CHEONG.

STATIONER AND PAPER MERCHANT,
No. 40, Spring Street.HAS always on hand all varieties of
Stationery, Printing and Note Papers,
Copying Presses, also Automatic Cyclicotype
and Elms Duplicate.

Hongkong, 23rd February, 1905.

NOT RESPONSIBLE FOR DEBTS.

NEITHER the CAPTAIN, the Agents, nor
the Owners will be RESPONSIBLE
for any DEBTS contracted by the Owners or
the Crews of the following vessel, during her
stay in Hongkong Harbour—
CALISTO CHIEF, British ship, Captain John
Jones—Standard Oil Co.

Shipping—Steamers.

HONGKONG-MACAO LINE.

S.S. "WING CHAI"
Captain T. Austin, R.M.S.THIS Steamer departs from Hongkong on
Week Days, at 8 A.M. and on Sundays
at 8.30 A.M. Departs from Macao on Week
Days at 2.30 P.M. and on Sundays at 3.30 P.M.,
if tide permits.FARES.—Week Days, 1st Class, including
Cabin and servant, Single, \$5; Return Ticket,
\$8; 2nd Class, \$3; 3rd Class, 50 cents.
Every Sunday will be an Excursion, at the
following rates—1st and 2nd Class, Single
Ticket, \$1; Return, \$2; 3rd Class, Single,
30 cents; Return, 50 cents; Steerage, 10 cents.
Breakfast, Tea and Dinner can be supplied
either on Board, or at the Macao Hotel, for
returning passengers only, at an extra charge
of \$2.On Sundays, passengers desiring to have a
Private Cabin which has accommodation for
two or more passengers, will be charged \$5
extra.First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the Return Half Ticket. Should
the Steamer not run on the Monday, owing to
the Boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.The Steamer is lit throughout by Electricity.
The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.MING ON & Co.,
2nd Floor, No. 16, Victoria Street.

Hongkong, 9th October, 1905.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons Captain

"KWONG CHOW" 1,309 T. R. MEAD.

"KWONG TUNG" 1,238 H. W. WALKER.

Leave Hongkong for Canton at 9 every
evening (Saturday excepted).Leave Canton for Hongkong about 5.30
o'clock every evening (Sunday excepted).These Fine New Steamers have unequalled
Accommodation for First Class Passengers and
are lit throughout by Electricity. Electric Fans
in First Class Cabins.

Passage Fare—Single Journey...\$34

Meals...\$1 each.

The Company's Wharf is a short distance
West of the Harbour Master's Office.SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.

Hongkong, 23rd August, 1905.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
S'GAPORE, PENANG & CALCUTTA	"KUMSANG"	TUESDAY, 12th Dec., 3 P.M.
MANILA	"LOONGSANG"	FRIDAY, 15th Dec., 4 P.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 7th December, 1905.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,FOR
PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To	at Daylight on
"ARAGO" 1,198	Ernst	December 16th.		
"NICOMEDIA" 1,370	Wagemann	December 22nd.		
"NUMANTIA" 1,370	Feldmann	January 7th, 1906.		
"ARABIA" 1,370	Metten	January 31st.		

The S.S. "Arctonia" is expected to sail from Moji on the 7th instant, and will be due here on
the afternoon of the 12th.Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and
United States Points. For through rates of Freight and further information, communicate
with or apply to

S. SILVERSTONE, Acting General Agent.

"BEN" LINE OF STEAMERS.

FOR MARSEILLES AND LONDON.

THE Steamship

"BENLOMOND,"

Captain Henderson, will be despatched as above,
on or about the 23rd instant.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 4th December, 1905.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,

(Calling at Manila, Port Darwin and
Queensland Ports, and taking through Cargo to
Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"AUSTRALIAN"

Captain W. G. McArthur, will be despatched for
the above Ports, on WEDNESDAY, the 27th
instant, at Noon.This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Provi-
sions, Ice, etc., throughout the voyage.This Steamer is installed throughout with
the Electric Light.A Stewardess and a duly qualified Surgeon
are carried.N.B.—To assure the additional comfort of
passengers the steamers of the Company have
electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 4th December, 1905.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA,
via
MOJI, KOBE AND YOKOHAMA.

Steamer Tons Captain Sailing

Lyra 4,417 G. V. Williams 22nd Dec.

Peleides 3,753 F. G. Purington 29th Dec.

Shamout 5,656 E. V. Roberts

Hyades 3,753 Geo. Wright

Tremont 5,656 T. W. Garlick

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESS.The twin screw s.s. Shamout and Tremont
are fitted with very superior accommodation
for first and second class passengers. The
large size of these vessels ensures steadiness
at sea. Electric fan in each room.Barber's shop and steam-laundry. Cargo
stored in cold storage.

For further information, apply to

DODWELL & CO., LIMITED,
General Agents.Queen's Buildings,
Hongkong, 6th December, 1905.REGULAR STEAMSHIP SERVICE
TO NEW YORK.via PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG

Steamship About

"GHAEZEE" 9th December.

"LOTHIAN" 14th December.

"ATHOLL" 13th January.

For Freight and further information, apply to

DODWELL & CO., LIMITED,
Agents.

Hongkong, 30th November, 1905.

Consignees.

NOTICE TO CONSIGNEES.

STEAMSHIP "DUNDAS,"
FROM JAVA.THE above Steamer having arrived, Consig-
nees of Cargo are hereby requested to send
in their Bills of Lading for Countersignature,
and to take immediate delivery of their Goods
from alongside.Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.
Before delivery can be made an Average
Bond must be signed by Consignees at this
Office.No Fire Insurance will be effected by us in
any case whatever.DODWELL & CO., LIMITED,
Agents.

Hongkong, 6th December, 1905.

"MOGUL" LINE OF STEAMERS.

FROM GLASGOW, LIVERPOOL AND
MIDDLESBOROUGH.

NOTICE TO CONSIGNEES.

S.S. "PATHAN,"

FROM GLASGOW, LIVERPOOL AND
MIDDLESBOROUGH.CONSIGNEES of Cargo are hereby informed
that all Goods are being landed at their
risk into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company,
at Kowloon, whence and/or from the wharves
delivery may be obtained.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 11th instant will be subject
to rent.All Claims against the Steamer must be pre-
sented to the Underwriter on or before the 15th
instant, or they will not be recognised.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 11th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL & CO., LIMITED,
Agents.

Hongkong, 4th December, 1905.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"CHUSAN,"

FROM BOMBAY, COLOMBO AND
STRAITS.Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be bonded out mark by
mark, and delivery can be obtained as soon as
the Goods are landed.This vessel brings on Cargo—
From London, &c., ex S.S. Victoria.

From Australia, ex S.S. Mongolia.

From Persian Gulf, &c., ex B. L. S. N. and
B. & P. S. N. Co.'s Steamers.Optional Goods will be landed here unless
instructions are given to the contrary before
9 A.M., TO-DAY.Goods not cleared by the 8th instant, at
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in
any case whatever.Damaged Packages must be left in the
Godowns for examination by the Consignees,
and the Company's representative at an
appointed hour.All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.No Claims will be admitted after the Goods
have left the Godowns.E. A. HEWETT,
Superintendent.

Hongkong, 2nd December, 1905.

NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ EITEL FRIEDRICH"

having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the hazardous
ind, or extra hazardous Godowns of the Hong-
kong and Kowloon Wharf and Godown Com-
pany, Limited, Kowloon, whence delivery may
be obtained.Optional Cargo will be forwarded unless
notice to the contrary be given before 2 P.M.,
TO-DAY.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after 11th instant will be subject
to rent.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on MONDAY, 11th instant, at
9.30 A.M.All Claims must reach us before the 16th
instant, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the
Underwriter.NORDEUTSCHER LLOYD,
MELCHERS & Co.,
Agents.

Hongkong, 5th December, 1905.

FROM HAMBURG, BREMEN, ROTTER-
DAM, ANTWERP, PENANG
AND SINGAPORE.

THE H. A. L. Steamship

"SILVIA,"

Captain Jäger, having arrived from the
above Ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
counter-signature by the Underwriter and to
take immediate delivery of their goods from
alongside.Optional Cargo will be forwarded unless notice
to the contrary be given before TO-DAY.Any Cargo impeding their discharge will be
landed into the hazardous and/or extra hazar-
dous Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Limited, and stored
at Consignees' risk and expense.All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.No Claims will be admitted after the Goods
have left the Godowns and all Goods remaining
undelivered after the 8th December will be sub-
ject to rent.All broken, chafed and damaged Goods are to
be left in the Godowns, where they will be
examined on the 8th December at 3 P.M.

No Fire Insurance has been effected.

THE HAMBURG-AMERIKA-LINIE,
HONGKONG OFFICE.

Hongkong, 1st December, 1905.

Consignees.

BRITISH INDIA STEAM NAVIGATION
COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship

PALAMCOTTA,

having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods will be delivered from alongside.Cargo impeding the discharge or remaining
on board after 5 P.M. SUNDAY, the 3rd
December, will be landed at Consignees' risk
and expense.This vessel brings on Cargo ex Zamboni
and Gwalior from Madras and Pondicherry.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 2nd December, 1905.

To Let.

TO LET

COMFORTABLE APARTMENTS FOR
GENTLEMEN.LARGE DOUBLE ROOM and SINGLE
ROOM, Central Position.Apply at—
9, ICE HOUSE ROAD.

Hongkong, 25th November, 1905.

TO LET.

AN APPRECIATION

BOYCOTT MAY NOT LAST

SIAMISH CURRENCY

Shipping

Arrivals

Shipping Record

Vessels in Port.

Steamers Expected,

DOCK RETURNS

SHANGHAI.

Post Office.

A Mail will close for :—

ENTRANCE AT THE HOTELS.

HONGKONG.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION

* Flying-Flag of Admiral Sir Gerard D. Noel, Commander-in-Chief

FRENCH MEN-OF-WAR ON THE CHINA STATION

* Flagship of Vice-Admiral Richard, Commander-in-Chief.
 } Flagship of Rear-Admiral de Pauque de Jonquieres, Second-in-Command.
 } At the disposal of Rear-Admiral de Marolles, Commanding the naval defenses of Indo-China.

Intimation.

THE HONGKONG FROZEN FOOD SUPPLY.

THE DEPOT OPENS AT 6 A.M.

THE following are in Stock:

PRIME AUSTRALIAN BEEF, MUTTON, LAMB, PORK AND VEAL, DAIRY FARM, FED PORK.

Capons, Dairy Farm Fed (dressed) \$1.05 each
Chickens, do do 0.75 "
Chickens, Livers do 0.04 "
Chickens, Gizzards do 0.04 "
Carns, Meat Extract, 2 oz. 0.70 per pot.
do do 4 oz. 1.35 "
Ducks, Local (dressed) 0.65 each
Ducks, Wild do 0.75 "
Australian Smoked Mullet 0.50 per lb.
do Schnapper 0.50 "
Geese, Local (dressed) 1.50 each
Hares, Australian 1st Grade 1.40 "
Ham, West York 0.70 per lb.
Ham, Australian, Pineapple 0.60 "
(a lb. extra per lb. for Ham if cut).
Kidney, Australian Sheep 0.05 each
Lamb, Australian 0.48 cts. & 60 cts. per doz.
Oysters, American (large size, in tin) 2.50 per tin
Australian Oysters, 2 1/2 doz. bottles 1.00 per bottle.
Pigeons, Local 0.25 each
Pigeons, Wild (dressed) 0.70 "
Rabbits, Australian 1st Grade 0.65 "
Rice Birds 0.55 per doz.
Sausages, Australian Fritz 0.65 per lb.
Sausages, Owa Make (of Australian Meats) 0.25 "
Snipe, Local 0.25 each
Tongues, Australian Sheep 0.20 "
Turkeys, Choice Australian (plucked) 0.60 per lb.

Orders required to be filled in the Early Morning should be sent in before 3.30 P.M. the previous day.
Orders for NOON should be sent in by 8.00 A.M. the same day.
Orders for 3.30 P.M. should be sent in by NOON the same day.
Hongkong, 11th November, 1905. [988]

For Sale.

FOR SALE.

INCANDESCENT GASOLINE LAMPS

OF ALL DESCRIPTIONS, from the best makers.

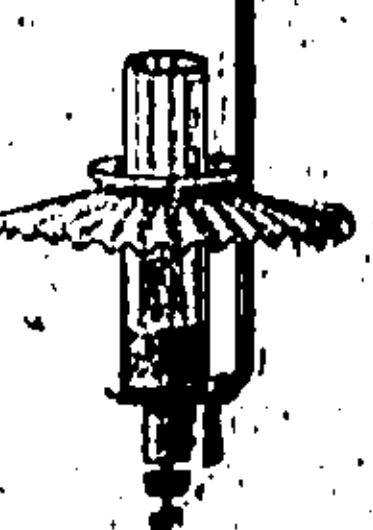
INCANDESCENT MANTLES, CHIMNEYS, GLOBES, SHADES, &c., for GASOLINE AND GAS LAMPS

at the most moderate prices.

Lamps fixed up for Buyers free of charge.

Naphtha of the best kind kept in stock.

TAI KWONG CO., 56, Lyndhurst Terrace.



Hongkong, 2nd May, 1904. [54]

Mails.

MESSAGERIES MARITIMES FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, INDIA, ADEN, DJIBOUTI, EGYPT, MARSEILLES, LONDON.



HAYRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "TONKIN."

Captain A. Charbonnel, will be despatched for MARSEILLES on TUESDAY, the 12th December, at 1 P.M.

This Steamer connects at Colombo with the Australian line s.s. Yarra bound for Marseilles via Bombay and Aden.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. ARMAND BEHIC... 26th December.

S.S. ERNEST SIMONS... 9th January.

S.S. POLYNESIE... 23rd January.

G. DE CHAMPEAUX, Agent.

Hongkong, 29th November, 1905. [7]



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

The Steamship

"SIMLA."

Captain C. D. Goldsmith, R.N.R., carrying His Majesty's Mails, will be despatched from this port on SATURDAY, the 10th December, at Noon, taking Passengers and Cargo to the above Ports in connection with the Company's S.S. Macedonia, to 5,000 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. Calcutta, due in London on the 27th January, 1906.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 2nd December, 1905.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & FORBES. Corrected to noon; later alterations given under "Commercial Intelligence" page.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	AT WORKING ACCOUNT.	LAST DIVIDEND.	MARKET RATE.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000	\$1,702,728	\$1.15 @ exchange 1/10 = \$16.66 2/3 for first half-year 1905	5 1/2	\$80 sales
National Bank of China, Limited	99,925	£7	£3	\$200,000	\$41,768	\$2 (London 3/6) for 1903	5 1/2	\$30 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,600,000	\$111,540	\$20 for 1904	6 1/2	\$100 sellers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$950,000	Nil.	\$4 1/2 for year ended 30.4.1904	5 1/2	\$90 buyers
North China Insurance Company, Limited	10,000	£15	£5	\$1,000,000	Tls. 302,053	Final of 7/6 making 15/- for 1904	5 1/2	Tls. 90 sales
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,000,000	\$2,339,112	\$40 for 1904	5 1/2	\$150 sellers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,000,000	\$486,284	\$12 and \$3 special dividend for 1903	6 1/2	\$170
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000	\$329,047	\$6 dividend & \$1 bonus for 1903	7 1/2	\$80 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000	\$360,372	\$34 for 1903	10 1/2	\$330
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$5,000	\$8,812	\$1 for 1904	3 1/2	\$20 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$88,941	Nil.	\$3 1/2 for year ended 30.6.1905	10 1/2	\$35 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	70,000	\$15	\$15	\$600,000	\$8,074	\$1 for first half-year 1905	8 1/2	\$25
Indo-China Steam Navigation Company, Limited	10,000	£10	£10	\$241,150	£4,435	12/- @ 1/10 = \$6.25 for 1904	6 1/2	\$95 sellers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 43,762	Interim of Tls. 2 for 1905	8 1/2	Tls. 5 1/2 buyers
Do. (Preference)	100,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 43,762	Interim of Tls. 1 1/2 for 1905	8 1/2	Tls. 4 1/2 buyers
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	\$4,000,000	\$58,852	Interim of 1/- (Coupon No. 5) for 1904	4 1/2	25/-
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$24,257	\$929	\$1.80 for year ending 30.4.1905	5 1/2	\$32 buyers
Straits Steamship Company, Limited	10,000	\$10	\$10	\$21,775	\$21,231	\$10 for 1904	7 1/2	\$140 buyers
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 98,000	Tls. 4,333	Interim of Tls. 2 for 1905	9 1/2	Tls. 35 buyers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$450,000	\$42,812	Interim of \$10 for 1905	9 1/2	\$225 sellers
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	\$150,000	\$8,987	\$3 for 1897	...	\$25 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 3,723	Tls. 2 1/2 for year ending 30.9.04	...	Tls. 65 buyers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	\$80,000	£13,355	Final of 1/- (No. 5)	...	Tls. 9
Oriental Consolidated Mining Company, Limited	500,000	G \$10	G \$10	none	G \$672,993	Interim of 50 cents (gold) for 1905 (No. 5)	...	G \$18 buyers
Yam Australian Gold Mining Company, Limited	50,000	£1	£1	\$18,170	£8,745	No. 12 of 1/- = 48 cents	...	\$31 buyers
DOCKS, WHARVES & GODOWNS.								
Farnham (S. C.) Boyd & Co., Limited	95,200	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 34,924	Final of Tls. 8 making Tls. 13 for 1904/5	9 1/2	Tls. 138 buyers
Penwick (Geo.) & Co., Limited	12,000	\$25	\$25	\$70,000	\$8,577	\$3.75 for 1904 on old capital	...	\$24 1/2 buyers
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	40,000	\$50	\$50	\$250,000	\$29,422	Interim of \$2 1/2 for 1905	4 1/2	\$108 buyers
Hongkong and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	\$50,000	\$50,332	\$6 for first half-year 1904	7 1/2	\$164 sales
New Amoy Dock Company, Limited	10,000	\$6 1/2	\$6 1/2	\$65,500	Dr. 10,260	\$1 1/2 for 1903	7 1/2	\$17
Shanghai and Hongkong Wharf Company	32,000	Tls. 100	Tls. 100	Tls. 487,210	Tls. 10,711	Interim of Tls. 6 for 1905	6 1/2	Tls. 205
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 17,500	Tls. 2,762	Tls. 18 for 1904	9 1/2	Tls. 190 sellers
LANDS, HOTELS & BUILDING.								
Astor House Hotel Company, Limited (Shanghai)	10,000	\$25	\$25	\$14,516	\$3,028	\$2 1/2 for year ended 30.6.1905	9 1/2	\$27 sellers
Astor House Hotel, Limited (Tientsin)	2,000	Tls. 50	Tls. 50	Tls. 8,000	Tls. 806	Interim of Tls. 5 for year 1905/6	8 1/2	Tls. 125 buyers
Central Stores, Limited	121	\$15	\$15	\$20,250	\$1,502	Final of 60 cents making \$1.60 for 1904	12 1/2	\$15
Do. (Founders)	121	\$15	\$15	\$20,250	\$1,502	None	...	\$100
Do. (New Issue)	24,000	\$15	\$15	\$360,000	\$10,126	Preferential of 7 per cent for 1904	7 1/2	\$7 1/2
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$312,657	\$10,126	\$5 for first half-year 1905	6 1/2	\$150 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$250,000	\$37,875	Interim of \$3 1/2 for 1905	10 1/2	\$125 sales
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 22,500	Tls. 7,202	Interim of Tls. 1 for 1905	10 1/2	Tls. 16
Hotel Metropole Company, Limited	2,000	\$100	\$100	\$200,000	\$11,958	Final of \$6 making \$10	9 1/2	\$108
Humphreys Estate & Finance Company, Limited	10,000	\$10	\$10	\$50,000	\$11,958	90 cents for 1904	7 1/2	\$12
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$300,000	\$377	\$3 for 1904	7 1/2	\$10 buyers
Shanghai Land Investment Company, Limited	12,000	Tls. 50	Tls. 50	Tls. 828,813	Tls. 40,666	Interim of Tls. 3 for 1905	6 1/2	Tls. 122 sellers
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	Tls. 70,000	Tls. 670	Interim of Tls. 3 for 1905	12 1/2	Tls. 15 sellers
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 772,600	Tls. 725	Interim of Tls. 3 for 1905	6 1/2	Tls. 125 sellers
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,247	Interim of \$1 1/2 for 1905	6 1/2	\$55 sellers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 12,844	Tls. 4 for year ended 31.10.1903	6 1/2	Tls. 65 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$30,000	\$23,264	\$1 for the year ending 31.7.05	7 1/2	\$14
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 103,000	Tls. 18,718	Interim of 3 1/2 a/c 1898	...	Tls. 428
Lao-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 10,000	Interim of 4 1/2 a/c 1898	...	Tls. 60 sellers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 5,000	Tls. 22,050	4 1/2 for 1897	...	Tls. 250 buyers
MISCELLANEOUS.								
Anglo-German Brewing Company, Limited	4,000	\$100	\$100	none	\$50	None	...	\$100
Hell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$314	\$770	1/3 per share for 1904	6 1/2	\$7
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$8,000	\$1,182	\$3 for 1904	8 1/2	\$50
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil.	\$1 for 1904	10 1/2	\$10 sellers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 30,000	Tls. 718	Interim of Tls. 5 for 1905	...	Tls. 95 sellers
China Light and Power Company, Limited	50,000	\$10	\$10	\$500,000	\$3,739	None	...	\$100
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$8,000	\$1,181	80 cents for 1904	8 1/2	\$95 buyers
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	\$2,864	\$2,864	\$1.20 for year ending 31.7.1905	7 1/2	\$10
Green Island Cement Company, Limited	150,000	\$10	\$10	\$1,500,000	\$95,054	\$2 for 1904	7 1/2	\$12 buyers
Hall & Holz, Limited	21,000	\$20	\$20	\$186,000	\$7,551	Final of \$1 1/2 making \$2 1/2	10 1/2	\$25
Hongkong Electric Company, Limited	30,000	\$10	\$10	none	\$2,551	\$100 cents for year ending 30.4.1905	6 1/2	\$14 buyers
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$50,000	\$2,706	\$15 for year ending 30.11.1904	7 1/2	\$225
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$50,000	\$5,356	Interim of \$4 for 1905	7 1/2	\$35
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	\$50,000	\$11,137	\$10 for 1904	7 1/2	\$125 buyers
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	\$3,500	\$88	Final of 50 cents making \$1 for the year	7 1/2	\$15
Lane, Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	none	\$21,582	Interim of \$5 for 1904	9 1/2	\$11 buyers
Maatschappij tot Mijn. Bosch en Landbouwen- plooiatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 328,210	Tls. 35,849	3rd quarterly div. of Tls. 2 1/2 paid 15.9.05	...	Tls. 100 buyers
Mondon (E. L.) Limited	7,000	Tls. 50	Tls. 50	none	Dr. Tls. 117,638	Tls. 3 for 1905	...	Tls. 100 buyers
Philippine Company, Limited	67,500	\$10	\$10	none	Dr. P. \$5,689	None	...	Tls. 100 buyers
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	11,200	\$50	\$50	none	Dr. P. \$5,537	None	...	Tls. 100 buyers
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	Tls. 108,172	Tls. 8,011	Interim of Tls. 3 1/2 for 1905	7 1/2	Tls. 100 buyers
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 4,500	Tls. 6 for 1904	8 1/2	Tls. 90 buyers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 25,000	Tls. 6,988	Interim of Tls. 6 for 1905	9 1/2	Tls. 100 buyers
Shanghai-Sum-tai Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 25,000	Tls. 1,097	Interim of Tls. 2	10 1/2	Tls. 60 buyers
Shanghai Waterworks Company, Limited	7,300	£20	£20	Tls. 170,000	Tls. 17,720	Interim of 15/- for 1905	10 1/2	Tls. 110 buyers
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$6,068	None	...	Tls. 100 buyers
Steam Laundry Company, Limited	23,000	\$5	\$5	none	\$1,134	50 cents for year ending 31.10.1905	6 1/2	\$27
Straits Ice Company, Limited	2,000	\$100	\$100	\$25,000	\$700	\$5 for 1905	...	Tls. 100 buyers
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 4,000	Tls. 1,012	Final of Tls. 1 1/2 making Tls. 8 1/2 for 1904/5	...	Tls. 100 buyers
United Asbestos Oriental Agency, Limited	9,000	\$10	\$10	\$22,000	\$551	80 cents for year ending 31.5.1905	...	Tls. 100 buyers